

APPENDIX 1

Extract of Executive Board, Executive Board Sub Committee and Executive (Transmodal Implementation) Sub Board Minutes Relevant to the Urban Renewal Policy and Performance Board

EXECUTIVE BOARD MEETING HELD ON 24 JANUARY 2008

EXB80 NORTH WEST DEVELOPMENT AGENCY (NWDA) CORPORATE PLAN 2008

The Board considered a report of the Strategic Director – Corporate and Policy advising of the consultation being undertaken by the North West Development Agency (NWDA) of regional partners on its draft Corporate Plan.

It was noted that the NWDA was required by Government to produce a new Corporate Plan to cover the period 2008/09-2010/11. The report outlined implications of the Plan together with suggested comments to form part of the consultation response, which had to be returned by 1st February 2008.

RESOLVED: That the proposed response to the consultation be approved.

EXECUTIVE BOARD MEETING HELD ON 21 FEBRUARY 2008

EXB86 TRANSPORT IMPLEMENTATION PROGRAMME 2008/09

The Board considered a report of the Strategic Director - Environment advising of the announcement of the three year Local Transport Settlement (2008/09 - 2010/11) that was made on 27th November 2007; and seeking approval to the Transport Implementation Programme for 2008/09 being included in the Council's 2008/09 Capital Programme.

It was noted that the December 2006 Local Transport Capital Expenditure Settlement Letter provided indicative allocations for the Integrated Transport Block for the period 2008/09 - 2010/11, which were enhanced by reward funding of 25% due to the quality of Halton's delivery report for the first Local Transport Plan (LTP) and its second LTP. However, the Highways Capital Maintenance allocations were not provided for this period as they were to be subject to the 2007 Comprehensive Spending Review and a reassessment of the formula on which allocations were made.

The November 2007 Settlement letter confirmed the LTP Integrated Transport Capital Block allocations for the period 2008/09 - 2010/11 as being unchanged from that previously indicated in the December 2006 letter, and

these were outlined for Members' consideration.

As the allocation of the Highways Capital Maintenance block was based on a new formula, there had been a reduction of £959,000 to Halton over three years to that previously indicated as the Provisional Planning Guideline to be used in the preparation of LTP2. However, Halton had also been allocated substantial additional funding from the Primary Route Network (PRN) Bridge Strengthening and Maintenance allocation, totalling £14.28m over the three years, which was over 12% of the total available, off-setting the reduction outlined above.

Further information was provided in respect of the PRN Bridge Strengthening and Maintenance Capital Allocation; the Road Safety Grant; and the Detrunked Roads Maintenance Grant 2008/09 - 2010/11. Schemes proposed to be implemented in 2008/09 were outlined in Appendix A to the report.

RESOLVED: That

- (1) the 2008/09 - 2010/11 Local Transport Settlement be noted; and
- (2) the Transport Implementation Programme for 2008/09 in the sum of £8,237,000 (shown in Appendix A to the report) be recommended to Council for inclusion in the Council's 2008/09 Capital programme.

EXB95 FIREWORKS FESTIVAL 2008

The Board considered a report of the Strategic Director – Environment setting out the views of the Safer Halton Policy and Performance Board (PPB) and the Urban Renewal PPB regarding proposals to relocate Halton's Fireworks Festival.

It was noted that the PPBs had considered the history of the Fireworks Festival in Halton, together with issues relating to safety and welfare of the public attending the event. Key issues debated included the importance of maintaining a large public display for safety reasons, the fact that the display was a major event with people travelling into the Borough, and the fact that the present location enabled people to see the display from numerous locations on both sides of the River. In view of this, both PPBs resolved that:

“The comments made by the Board that the Fireworks Festival remain at its current location and that work be undertaken to find alternatives to resolve the crowd control, health and safety and car parking issues, along with trying to attract sponsors to offset the additional costs, be referred to the Executive Board.”

In view of this, a request for £20,000 was to be considered as part of the

budget process for 2008/09 to cover the costs relating to more police, security staff, car park attendants and stewards to assist in the safety and welfare of visitors. In addition, continued efforts would be made to attract sponsorship, although this could not be guaranteed.

The Board noted and congratulated the two PPBs on the work carried out in this respect.

RESOLVED: That, further to the considerations of the Safer Halton and Urban Renewal PPBs, the Fireworks Festival remain in the current location.

EXB96 CASTLEFIELDS VILLAGE SQUARE

The Board considered a report of the Strategic Director – Corporate and Policy, and the Strategic Director – Environment, advising of a change in English Partnership's (EP's) funding position, seeking approval for the Council to utilise part of the capital receipts from the disposal of Council-owned land at Castlefields to support the development of the proposed Castlefields Village Square.

It was noted that EP, who was leading on the project, had been working with CDS Housing (CDS) and their agents to develop scheme proposals for the Village Square. EP was to provide funding to CDS for the demolition of the existing centre, enabling works, public realms works and abnormal costs, to ensure the scheme was deliverable. The costs associated with this were £3.9m.

These costs had been known for some time and EP had stated its intention to bid for additional internal resources to support the scheme. However, EP's position had now changed and it was no longer in a position to bid for additional funding. Consequently, EP had now proposed that it provide gap funding for the Canal Quarter Project if Halton agree to re-cycle part of its future land receipts from Castlefields to support the Village Square.

This EP decision had left a funding gap, which it was proposed was filled by utilising a proportion of the receipts secured from the sale of Lakeside and Canalside as outlined within the report. It was estimated that the net receipts would exceed the public realm and enhancement works. The Board was advised that the Lakeside and Canalside sites were subject to clawback by EP. This was subject to negotiation but was not expected to exceed the balance of any receipts.

RESOLVED: That:

- (1) the Strategic Director – Corporate and Policy be authorised to commence marketing and sale of the housing sites in the Council's ownership as shown in Appendix 1 of the report;

- (2) the Council be recommended to include up to a maximum of £3.9m within the Council's capital programme to be invested in the delivery of the Castlefields programme, including the Village Square project, funded from future land receipts;
- (3) authority be given to the Strategic Director – Environment, in consultation with the Strategic Director - Corporate and Policy, and the Operational Director and Monitoring Officer (Legal, Organisational Development and Human Resources), to enter into a development agreement and ancillary agreements with CDS Housing and English Partnerships in relation to the development of the Castlefields Village Square; and
- (4) authority be given to the Strategic Director – Environment, in conjunction with the Portfolio Holder for Planning, Transportation, Regeneration and Renewal, to take such other actions as may be necessary to implement the development of the Castlefields Village Square and the Castlefields Masterplan.

EXECUTIVE BOARD SUB COMMITTEE MEETING HELD ON 24 JANUARY 2008

WIDNES WATERFRONT DEVELOPMENT ZONE LINEAR PARK RAILWAY TRACKS

The Sub-Committee was advised that one of the projects in the previously agreed Widnes Waterfront Masterplan was the creation of a Linear Park on a disused rail siding which ran west to east across the EDZ from Earle Road to Tanhouse Lane.

The Linear Park would be created as part of the wider landscaping scheme being implemented throughout the Widnes Waterfront and would include a combined footpath to show its cycleway. An application for planning permission had been agreed.

Negotiations had been on-going with Network Rail for four years regarding acquisition of the site by Halton Borough Council. This had finally been agreed and was now with solicitors. In addition, it was noted that £665,000 funding for this project had been secured from the North West Development Agency (350k), ERDF (204k) and Neighbourhood Renewal Funds (111k). There were claw back provisions in place from all of these funding bodies should there be any income generated from the site.

It was noted that the Council would take possession of the site with a considerable amount of old rail in situ. Property Services had estimated that the scrap value of the rail tracks was between £12,000 and £15,000 with the

purchaser paying the Council's legal costs and their own removal costs.

Widnes Regeneration Limited had previously disposed of some redundant level crossing gates (from the former Blue Circle Cement Plant fronting onto the east side of Tanhouse Lane) to the Llangollen Railway Society, a charitable organisation which was restoring the former Llangollen Railway. Whilst the proposed Linear Park Scheme incorporated a short length of track in recognition of the Heritage Site, the remainder of the rail was surplus to requirements.

It was therefore proposed that rather than merely disposing of the rail for scrap, it should be offered to the Llangollen Railway Society for reuse. All funding bodies for the scheme had agreed that if the rail tracks and level crossing gates were donated to the Llangollen Railway Society, they would waive their rights to claw back of the scrap value.

RESOLVED: That

- (1) approval be granted to waive Part 7.9 of Standing Orders relating to Finance and Part 5 of the Procurement Standing Orders in relation to the disposal of the railway tracks, level crossing gates and ancillary equipment and materials at the proposed Widnes Waterfront Linear Park; and
- (2) approval be granted to Llangollen Railway Society to remove the railway tracks and level crossing gates for use at the Llangollen Railway and Museum.

ESC72 PURCHASE OF PASSENGER TRANSPORT VEHICLE COMMUNICATIONS EQUIPMENT

The Sub-Committee was advised that two tenders had been received based on an open list system for the supply of new passenger transport vehicle communications equipment.

Both tenders were evaluated using a pre-determined assessment criteria (which was included with the tender documents based on price and quality criteria). In addition, both suppliers were then required to give a formal 30 minute presentation on their proposals to a Panel of Halton Borough Council's Officers drawn from the IT Business Management Team and Transport Co-Ordination Team. This represented the remaining 5% of the assessment scoring criteria.

It was reported that good references had been obtained on IKI Group Limited from other organisations (including local authorities) who were currently using the system and a site visit was organised to view the system in operation successfully at Lancashire County Council. Funding had been

identified in the Halton Local Transport Plan during 2007/08 of £70,000 towards the purchase and installation costs of the new proposed passenger transport vehicle communication equipment.

RESOLVED: That the award of the Contract for the supply of a new passenger transport vehicle communications equipment system to the IKI Group Limited for £61,375 be noted.

EXECUTIVE BOARD SUB COMMITTEE MEETING HELD ON 7 FEBRUARY 2008

ESC75 ENHANCEMENT OF VARIABLE MESSAGE SIGNS SYSTEM

The Sub-Committee had previously approved a report for the provision of Variable Message Signs (VMS) on the approaches to the Silver Jubilee Bridge, to provide information on traffic conditions and proposed works. Six signs had now been installed and were operational with a further two signs due to be installed within the next few weeks.

The signs were currently controlled by a computer in Rutland House and arrangements had been made for the signs to be set outside of office hours by staff within the 24/7 team at the Contact Centre. However, on Thursday 18th January 2007, the Silver Jubilee Bridge was closed due to a high-sided vehicle being blown over in the high winds. Following the incident, a review of procedures was carried out and following discussions with other bridge operators (mainly in Scotland) and the Police, thresholds for the staged closure of the Bridge, initially to high sided vehicles and ultimately a total closure where being drafted to produce agreed protocol with Cheshire Police.

During the development of the protocols it was felt that the best way forward was to automate the system so that the messages to warn of high winds and closure of the bridge to high-sided vehicles were displayed automatically when pre determined wind speeds were reached. It was reported that following discussions with Cheshire Police it was now likely that the Council would arrange for a message to be displayed that warns drivers of high sided vehicles to avoid the bridge during high winds and to find an alternative route.

It was always envisaged when the system was proposed that there would be some automation, to allow the signs to be activated by the system when pre determined scenarios occur. To facilitate this automation there was a need to install some additional equipment and software, which linked the different systems together, this software was called a Common Database.

A number of options were available to provide this common database,

however, as most of the current systems had been supplied by Siemens' Traffic Controls, a price had been obtained from them for the supply, installation and commissioning of a Comet UTMC common database for £59,326.00. This price included linking to the anemometer and training for the relevant staff.

Arising from the discussion Members enquired if the signs could be used to display alternative messages e.g Don't Drink and Drive etc. The Sub Committee was advised that the boards could only be used to display certain messages, however this request would be looked into.

RESOLVED: That

- (1) Procurement Standing Orders 3.1 – 3.7 be waived to obtain equipment that is the same as neighbouring authorities to allow future joint use;
- (2) the quote from Siemens Traffic Controls for the supply, installation and commissioning of Comet UTMC database software for £59,326 be accepted; and
- (3) the authority agrees to pursue joint working with the Merseyside Authorities, Warrington BC and Highways Agency for joint use of each other's variable message signs, using reciprocal arrangements.

ESC76 PROCUREMENT OF ADDITIONAL SECURITY SERVICES AND CCTV EQUIPMENT ON HALEBANK INDUSTRIAL ESTATE

The Sub-Committee considered a report which sought approval to waive Standing Orders for the Procurement of additional CCTV security equipment and security services for the benefit of businesses located at Halebank Industrial Estate. In 2005, 6 private security companies were invited to submit quotations to install a CCTV security system and provide a monitoring and response service for businesses located at Halebank Industrial Estate. Druants Security were subsequently awarded the contract, effective between 13th October 2005 and 12th October 2010.

On 7th December 2007, businesses on Halebank Industrial Estate voted in favour of creating a Business Improvement District (BID). The Bid Business Plan required procurement of additional CCTV equipment to enhance the existing system by improving the functionality and coverage of the system and increase detection rates.

The Sub Committee was advised that if the purchase of additional security equipment was to be subject to Financial Standing Orders. This could result in a different company installing the new equipment. In this event Druants would be under no obligation to:

- permit this additional equipment to be connected and integrated into the existing system;
- monitor the additional cameras from their monitoring room; and
- maintain the additional cameras.

It could also result in a second security company operating within Halebank Industrial Estate for the key holding and alarm/incident response services with Druants continuing to provide the services under the existing contract. From an operational point of view, two security companies operating on Halebank Industrial Estate was likely to be both difficult to manage and could lead to confusion.

RESOLVED: That

- (1) the Operational Director – Economic Regeneration be authorised to award the contract for the additional CCTV security equipment on Halebank Industrial Estate to Druants in the sum of £25,295.21 and that in light of the exceptional circumstances and in accordance with Standing Order 1.6 Procurement Standing Order 4.1 be waived on this occasion in view in the impracticality and problems associated with having two contractors providing similar and complementary services on the estate; and
- (2) the Operational Director – Economic Regeneration be authorised to award the contract for providing additional security services to businesses located on Halebank Industrial Estate to Druants at a rate of £1.09/day per company for key holding and £0.34/day per company for an alarm/incident response service and that in the light of the exceptional circumstances and in accordance with Standing Order 1.6 Procurement Standing Order 4.1 be waived on this occasion in view of the impracticality and problems associated with having two contractors providing similar and complementary services on the estate.